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Hongkong Daily Press.

ESTABLISHED 1857.

NO. 12,501. MARCH 19, 1898.

日七十二年二月廿四日

HONGKONG, SATURDAY, MARCH 19, 1898.

三九十月三十八年九百八千英港香

PRICE \$2 PER MONTH

SHIPPING.

ARRIVALS.

Mar. 17. ERPHIMONTE, British str. 1,143.

J. R. Nelson, Saigon 10th March, Rice

and General. [Order]

Mar. 18. YUNG CHING Chinese steamer, 760.

General. [Order]

C. M. S. N. Co.

Mar. 18. JAPAN, British str. 4,319. T. Leigh,

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Mar. 18. KONOOURA MARU, Jap. str. 1,404. K.

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March, General.—BUTTERFIELD & SWINE.

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A. R. MARTY.

Mar. 18. HONG LEONG, British str. 1,171. A. P.

Trip, Poole, and Singapore 9th March,

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Trieste 17th Jan., and Singapore 11th Mar.

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Mar. 18. HALIAN, French str. 377. Gerard,

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Mar. 18. PROSPER, Norwegian str. 789. Thorsten-

sen, Swinay 17th March, General.—GEO.

Mar. 18. KARENIN AUGUSTA, German cruiser,

6,000. Kielhuer, Kielchau 14th March.

Mar. 18. CHUSAN, British str. 2,852. E. Street,

London, and Singapore 13th March, Mails

and General.—P. & O. S. N. Co.

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AT THE HARBOURMASTER'S OFFICE.

18th MARCH.

Atlantic, German bark, for Rajang.

Tutcheung, German str., for Swatow.

Bago, Norwegian str., for Bangkok.

Hongkong, French str., for Hongkong.

Kwanglee, Chinese str., for Canton.

General, German str., for Bangkok.

Dover, German str., for Saigon.

Tess Maru, Japanese str., for Singapore.

Mathilde, German str., for Hoikow.

Genista, British ship, for Manila.

DEPARTURES.

Mar. 18. WUH, British str., for Takow.

Mar. 18. ATLANTIC, German bark, for

Reichshaven.

Mar. 18. CHEANG HOU KIAN, British str., for

Amoy.

Mar. 18. WENGEI, British str., for Shanghai.

Mar. 18. BYUNG, Norwegian str., for Saigon.

Mar. 18. CHENGKANG, Japanese str., for Shanghai.

Mar. 18. TAICHENG, German str., for Swatow.

Mar. 18. TOSA MARU, Jap. str., for Singapore.

Mar. 18. YAMAUCHI MARU, Jap. str., for Kobe.

Mar. 18. KWANGLEE, Chinese str., for Canton.

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CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, STRAITS, NETHERLANDS INDIA, SIAM, PHILIPPINES, BORNEO, &c., &c., WITH WHICH ARE INCORPORATED, THE CHINESE DIRECTORY AND THE HONGKONG DIRECTORY AND Hong List for the Far East

FOR 1898.

THE THIRTY-SIXTH ANNUAL ISSUE.
The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, which European reside.

Not only is the Directory as full and complete as ever it can be made, but each Colony, Port, or Settlements professed by a Director, will carefully record the most of what has been done to assist the tourist, giving every detail in connection with the places, their History, Topography, &c., &c.

The information in these Descriptions, consisting of Ninety interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, will alone suffice to fill a large volume.

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been before, Vladivostok is closed with ice for four months in the year, but powerful ice-breakers are keeping the port open for all practical purposes. But for the moment, in spite of all this, Russia looks one great advantage. Her Siberian Railway is not completed, and cannot be finished for another three years. Until that time her troops must find their way to the Far East by sea, which is not great Britain has them at her mercy. On the day that the railway is completed, with its branch, overland, and sea, through Manchuria, the whole strategical control of affairs in the Western Pacific will be revolutionized. We are dealing with the present, however. In addition to the troops massed on the Corean frontier, Russia possesses a force of 300,000 men, including reserves, comprising the Siberian Army. In the event of war, with the exception of a small number of regiments left to guard the Amur district, the whole of this army could be moved to the south at very short notice. Russia's strength in the Far East, indeed, must inevitably be chiefly derived from the contiguity of her frontier with Korea and Manchuria but as has been pointed out, her resources in this respect are limited for the present, owing to comparative weakness in sea power. During the winter months she would encounter the additional disadvantage of her ports in the Baltic being closed; but this fact would, of course, move closely in the conduct of the war round Europe. The severity of the winter climate in Siberia, however, will seriously cripple her mobility, though the fact that the Eastern section of the Siberian Railway is completed from Vladivostok to Khabarovsk will enable her to bring her troops southward from the Amur in a very short space of time.

The strongest Power in the Far East at present is Japan. As has been pointed out in a former article, her navy is more than a match for any European fleet in the Chinese seas, or of Russia, of the rifle of 3 to 1. Her military organization, it is no exaggeration to say, is perfect. Within 48 hours she could mobilize two army corps and hold them in readiness for instant action. Within five or six days from the declaration of war she could land these two army corps at the Chinese coast, and in the ports in which they were carried being convoyed by a fleet immeasurably stronger than that the Russians could bring to bear. In the harbours round her coast would be stationed batteries of torpedo-boats which would effectually patrol her seaboard and render it a veritable fortress, not to any of the enemy's cruisers which might venture into, or any transports which might attempt to, the Corean strait.

Her supply of native coal would be unlimited, and her docks would be large and numerous enough for any strain that might be brought upon them. No wonder that Russia looks askance at her.

The French are, as the saying goes, very much of it in the Northern Chinese waters. Their nearest naval base is Saigon, far to the southeast, while the Chinese and Okinawa Squadron is ridiculously small, considering the strength of their home reserves. It is true that Saigon lies very near the trade route between Singapore and Hongkong, but the chief sources of operations in the event of a Far Eastern war would be the neighbourhood of the Gulf of Pechili; and if France was involved the cause of operations would render the presence of her fleet in the north imperative. It may be pointed out that should the political situation out there become really critical, reinforcements would be sent out at once to join the French at Pechili. This, however, would be difficult to order than to carry out, should our British Fleet be engaged elsewhere or go so far as to offer actual resistance to the passage of her ships. Like every other European Power, France should strengthen her China fleet while she can, and before the door to the East is shut in her face.

Germany's strength lies wholly in her energy and industry, for if a struggle came, the little Squadron under Admiral von Spee would be swamped by the sea and Indian Armies, and the Kaiser need an ally, pass into foreign hands than his. Years past have been before the newly-acquired territory, though there is no disguising the fact that provided enough time be given her, Germany will be able to make the place a highly efficient base for naval operations.

On the other hand, for serious consideration, may be the one method which all the others are quarrelling with China herself. Her strength lies in her helplessness, the vastness of her population and territory, and her dormant wealth. Her Navy is on the stocks; her Army is a rabble, devoid of organisation, cohesion, or patriotism; her Government is a collection of small, jealous, self-seeking nobles and officials, who are more interested in the welfare of their own districts than in the welfare of the nation. The Amir of Kabul, it is said, sent some Afghani refugees to Kafiristan, and the Turkestan. He has no friends, and the Mahomedans, Zulus, and Maoris, that they must either make terms with the British Government to leave Afghanistan.

THE FRENCH.

Bombay, 2nd March.

A meeting of Justices of the Peace to-night strongly advocated official encouragement to recalculation against plague, and condemned the inactivity and indifference of Government and the Plague Committee regarding it.

Bombay, 2nd March.

A gathering of Indian agriculturists of the Godavari District, Madras, organized a disease, called the black blight, this appeared in a village or two of the Nizam's Dominions in Warangal District and that fifty deaths have happened. The Amirs of Kabul, it is said, sent some Afghani refugees to Kafiristan, and the Turkestan. He has no friends, and the Mahomedans, Zulus, and Maoris, that they must either make terms with the British Government to leave Afghanistan.

THE FAMINE COMMITTEE.

Bombay, 2nd March.

At the Famine Committee to-day Mr. MacKenzie, Survey Commissioner and Director of Land Records and Agriculture, said that in extent the distress during the late famine was about the same as that of 1876-77. In that year two districts of Belgaum and Dharwar were severely affected, and the districts of Belgaum, in the last famine, the districts of Nasik and the Ghat tracts were more severely affected, and Middle and Western Dharwar and Belgaum and Middle and Eastern Nasik very little.

Mr. Haig, a missionary of Ahmednagar, was the only non-official witness examined. He spoke in high terms of the gigantic task, saying that he had not yet done to do in the districts of Belgaum and Dharwar.

The famine was still appalling in its extent and intensity, but the Government monies were adequate not only to keep the poor people alive, but to alleviate in some small measure the great misery which the famine brought upon them. He cited an instance of what he called the nearest approach to death from starvation of a woman who did not go to the public relief stations, but to a native who, although he had but little she could find to eat, which she gave to her children and starved herself. One day she ate garbage, became ill and died. The missionaries spent over a lakh of rupees in giving relief to the poor in the Ahmednagar District.

THE ARMY ESTIMATES.

Bombay, 1st March.

The House of Commons have passed the votes for the increase of men and pay in the Army. The motion of Mr. Labouchere to reduce the vote was rejected by a large majority.

RUSSIAN INFLUENCE IN THE FAR EAST.

Bombay, 2nd March.

Russia's special correspondent visiting China, telegraphs that there is every sign that the Russians are all powerful in North China. The native naval officers are quite subservient to them.

UNVEILING LORD ROBERT'S STATUE.

Calcutta, 2nd March.

Uganda despatches show that Major Macdonald's instructions, which hitherto have been kept secret, were to establish relations with the tribes around the source of the River Juba. Commissioner Jackson first asked for the despatch of an Indian force to Uganda, suggesting that 300 men should be sent. Major MacKenzie, Survey Commissioner, and permanent Indian force should be of not less than 500 men, and spoke highly of the gallantry of the Indians before Fort Lubango.

OBITUARY.

Bombay, 2nd March.

The death is announced of Colonel Mallison, the Indian historian.

ANOTHER RUSSIAN CRUISER FOR THE FAR EAST.

London, 2nd March.

The Times despatches state that the cruiser "Peterburg" has sailed thence to Vladivostok.

FRANCE AND CHINA.

London, 3rd March.

It is reported in Paris that the Siamese Government has sent troops to the neutral zone at Battambang owing to local disturbance there.

CONSTABLE OF THE TOWER.

Bombay, 3rd March.

General Sir Frederick Charles Arthur Stephenson is appointed Constable of the Tower.

FIRE IN BOMBAY.

Bombay, 4th March.

The carding and spinning departments, with 25,000 spindles in Muztagh Cotton Mill, owned by Petit & Co., were destroyed by fire last night. The damage was between eight and ten lakhs.

THE ARMS.

Bombay, 4th March.

Lord George Hamilton, speaker in the House of Commons, said: "I am communicating with the Viceroy regarding the increased pay of the British Army in India. The question is very complicated owing to the difference in India and England. I cannot yet say what will be the effect of the change, but the cost of the British Army in India will continue to increase."

Lord George then said he saw great objection to altering the conditions of the Victoria Cross so as to extend it to the India Army.

THE NORTH-WEST FRONTIER.

Allahabad, 1st March.

The Pioneer publishes a Minute of dissent, dated July 1894, signed by Sir A. MacDonald, Sir James Wetherell, and Sir Charles Pritchard, relatives of the frontier provinces. The Minute points out that so far from the Durwan being in the tribal country, it warrants us in intruding less, since we could no longer be forestalled by the Afghans. It sweeps aside the affectation that we can "extend our influence" without constant absorption of territory, which course would be impracticable, and the Government's intention that such steps which they were endeavoring would ultimately result in constant and costly complications which do regard to the interests of India should lead us to adopt.

The paper adds: How Sir Henry Fowler even came to pass over such a minute in favour of the shelling and military despatch to which the South is a mystery.

The out-of-the-way parts of the Afghans have now completed in full with the terms of Government and of those which remain. The Khan and Aka Khan are certain shortly to make submission. There are left the Zinda Khan and the Rajput Kaki Khan, the latter having made no sign, so to the Zakkus the prospect of a speedy settlement appears to be dim.

No reduction in the Tirah Field Force will be made until the submission of the Afghans as a whole is plainly declared. All arrangements, however, are being made beforehand to break up at least two Brigades when the terms of Government have been practically completed with. This will entail the heavy expenditure involved in keeping five brigades in the field.

Gordon Sykes advanced from Ali Musjid to the foot of the Alchi Pass on Monday but was driven back by heavy rain. The tribesmen of the neighbourhood were found friendly and expressed themselves well pleased at the roads being made.

CALCUTTA. 2nd March.

General Sykes yesterday inspected the site of Henry Lawrence's Alter's monument in the Kaliwadi which was found unopened.

ALLAHABAD. 2nd March.

Sir William Lockhart has now definitely decided to take up until the 26th instant.

SHEWAN, TOME'S & CO.

General Managers.

Hongkong, 2nd March, 1898. [634]

INTIMATIONS

WANTED.

A JUNIOR BOOK-KEEPER used to accounts. Reply stating age, experience, and salary required to

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Care of Office of this Paper.

Hongkong, 16th March, 1898. [675]

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A ASSISTANT ELECTRICAL ENGINEER. Apply by letter giving references and copies of testimonials to

"THE MANAGER,

Hongkong Electric Co. Ltd.

Hongkong, 17th March, 1898. [634]

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

THE WORLD-REOWNED.

Fine Old WHISKY is shipped by

"CUTLER, PALMER & CO.,

and is obtainable in Hongkong.

G. O. PEDERSON,

No. 19, Praya Central.

Hongkong, 23rd October, 1897. [538]

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THE CHINESE & MANILA STEAMSHIP COMPANY, LIMITED.

NOTICE.

THE SIXTEENTH ORDINARY ANNUAL MEETING of the SHARE-HOLDERS of the COMPANY will be held at the OFFICES of the General Agents, PEDERSON'S STREET, at 12.30 P.M., on WEDNESDAY, 23rd March, for the purpose of receiving their Report and a Statement of Accruals to 31st December, and of the TRANSFER BOOKS of the Company will be CLOSED from the 10th to 23rd March, both days inclusive.

JAROINE, MATHEWS & CO.,

General Agents.

Hongkong, 2nd March, 1898. [577]

THE CHINESE & MANILA STEAMSHIP COMPANY, LIMITED, (IN LIQUIDATION).

NOTICE.

THE CHINESE & MANILA STEAMSHIP COMPANY, LIMITED.

VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

[PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

IDZUMI MARU..... HOMBAY, VIA SINGAPORE (Tuan shipping Cargo for Java Ports), & COLOMBO. [TUESDAY, 22nd March, at NOON.

KANAGAWA MARU..... KOBE & YOKOHAMA [WEDNESDAY, 23rd March, at 4 P.M.

YAMASHIRO MARU..... NAGASAKI, KOBE & YOKOHAMA [MONDAY, 25th March, at 4 P.M.

TO TOKIO MARU..... SYDNEY & MELBOURNE VIA THURSDAY ISLAND, TOWNSVILLE & BRISBANE [FRIDAY, 1st April, at 4 P.M.

* Connecting at Kobe with s.s. "Yamaguchi Maru" sailing on 13th April for Seattle, U.S.A. Through Passenger Tickets and Bills of Lading issued for the Principal CHAS in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c. apply at the Company's General Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 19th March, 1893.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON. REMARKS.

LONDON, &c. [BEYER, L. M. Wilmer, R.N.E.] Noon, 10th March... See Special Advertisement.

LONDON V. MARSHES [JAPAN, T. Leigh] Noon, 19th March... Freight or Passage.

YOKOHAMA VIA NA. [ROTHLA, T. S. B. Lockyer, R.N.E.] Daylight, 20th March... Freight or Passage. (Passing through the Island Sea)

JAPAN VIA SHANGHAI, MANILA [R. H. Luddock, R.N.E.] 22nd March... Daylight, 23rd March... Freight or Passage.

LONDON [SOOTEA, R. N.E.] About 2nd April... Freight.

LONDON [BONNIE, R. N.E.] About 6th April... Freight or Passage.

For Further Particulars, apply to H. A. BITCHIE, Superintendent.

Hongkong, 19th March, 1893.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R. WEDNESDAY, 6th April, 1893

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th April, 1893

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R. WEDNESDAY, 13th May, 1893

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS; saving THREE DAYS to a WEEK in the Trans-Pacific journey and making connection at Vancouver with the PALATIAL TRAVELING HOTELS and the railroads of the CANADIAN PACIFIC RAILWAY, and so direct and easy the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made with Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of Lines.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Musicians, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's EXHIBITION), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c. apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 17th March, 1893.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer Tons. Captain. Proposed Sailing. Steamer Tons. Captain. Proposed Sailing.

COLUMBIA 2,005 A. Gove. April 2 MOUL 3,654 W. H. Wright. March 20

TACOMA 2,549 D. Dixon. April 24 ABORT 2,907 W. Ward. May 3

VICTORIA 3,137 J. Trubridge. May 17 BRAHMA 3,691 E. Porter. May 24

OLYMPIA 2,393 T. H. Doheny. June 7 MOUL 3,654 W. H. Wright. May 14

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 247.

Excellent accommodation. First class Seats. Doctor and STEWARDESS carried.

Passenger to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA, TACOMA, or PORTLAND, 228.

The best route to the KILOMETER GOLD FIELDS. Proprietary Sailings from VICTORIA, TACOMA and PORTLAND to DYEKA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be forwarded by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to BODWELL, CARLILL & CO., General Agents.

Hongkong, 19th March, 1893.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"PATROCLES," Captain Dickson, will be despatched above TO-DAY, the 19th inst., at 11 A.M.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th March, 1893. [363]

HAMBURG-AMERICA LINE.

FOR SHANGHAI, YOKOHAMA, AND HIAGO.

THE Company's Steamship.

"ANDALUSIA," Captain Schlesinger, will be despatched for the above ports on THURSDAY, the 24th inst.

For Freight or Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 17th March, 1893. [692]

FOR SAN FRANCISCO, THE British Bank.

"WEST YORK," W. L. Foster, Master, will land here for the above port, and will have quick despatch.

For Freight, apply to H. A. BITCHIE, Superintendent.

SHEWAN, TOME'S & CO. Hongkong, 7th March, 1893. [618]

HONGKONG, 7th March, 1893. [695]

HONGKONG, 7th March, 1893. [618]

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